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LAND USE AND URBAN DEVELOPMENT PROJECT

STATION AREA LAND USE

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The BART Impact Program is a comprehensive, policy-oriented study and evaluation of the impacts of the San Francisco Bay Area's new rapid transit system (BART).

The program is being conducted by the Metropolitan Transportation Commission, a nine-county regional agency established by state law in 1970.

The program is financed by the U.S. Department of Transportation, the U.S. Department of Housing and Urban Development, and the California Department of Transportation. Management of the Federally funded portion of the program is vested in the U.S. Department of Transportation.

The BART Impact Program covers the entire range of potential rapid transit impacts, including impacts on traffic flow, travel behavior, land use and urban development, the environment, the regional economy, social institutions and life styles, and public policy. The incidence of these impacts on population groups, local areas, and economic sectors will be measured and analyzed. The benefits of BART, and their distribution, will be weighed against the negative impacts and costs of the system in an objective evaluation of the contribution that the rapid transit investment makes toward meeting the needs and objectives of this metropolitan area and all of its people.

AUG 2 6 2013

DOCUMENT NO. DOT-BIP-WP-39-5-77 DOT-OS-30176

BART IMPACT PROGRAM

LAND USE AND URBAN DEVELOPMENT PROJECT

STATION AREA LAND USE

November 1977

WORKING PAPER

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SPRINGFIELD, VIRGINIA 22161

PREPARED FOR

U.S. DEPARTMENT OF TRANSPORTATION

AND

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

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PREPARED BY JOHN BLAYNEY ASSOCIATES/DAVID M. DORNBUSCH & CO., INC., A JOINT VENTURE

UNDER CONTRACT WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE U.S. DEPARTMENT OF TRANSPORTATION AND THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
UNDER CONTRACT DOT-OS-30176, TASK ORDER 205
NOVEMBER 1977

1. Report No.	2. Government Access on No.	3. Recipient's Catalog No.
DOT-BIP-WP-39-5-77		

*4. Title and Subtitle	5. Report Date
STATION AREA LAND USE	November 1977
	6. Performing Organization Code
	8. Performing Organization Report No.
7. Author(s)	WP-39-5-77
Michael V. Dyett	
9. Performing Organization Name and Address	10. Work Unit No. (TRAIS)
John Blayney Associates/David M. Dornbusch & Co., Inc. A Joint Venture 631 Clay Street San Francisco, California 94111	Task Order 205
	11. Contract or Grant No.
	DOT-OS-30176
	13. Type of Report and Period Covered
12. Sponsoring Agency Name and Address	Working Paper
U.S. Department of Transportation and U.S. Department of Housing and Urban Development Washington, D.C.	14. Sponsoring Agency Code

15. Supplementary Notes

The Metropolitan Transportation Commission is the prime contractor for the BART Impact Program. John Blayney Associates/David M. Dornbusch & Co., Inc., A Joint Venture, is the subcontractor responsible for the Land Use and Urban Development Project.

16. Abstract

This working paper summarizes time series data on BART stations compiled for the Land Use and Urban Development Project. Data collection and classification methods are described, and data sources are documented. Station area land use changes during the period 1965-77 also are summarized.

17. Key Words	18. Distribution Statement
San Francisco Bay Area Rapid Transit System (BART) BART Impact program Land Use Impacts	Document is available to the public through the National Technical Information Service, Springfield, Virginia 22161

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	27	

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SAN FRANCISCO BAY REGION

CENTRAL AREA

Metropolitan Transportation Commission

BART: The Bay Area Rapid Transit System

Length: The 71-mile system includes 20 miles of subway, 24 miles on elevated structures and 27 miles at ground level. The subway sections are in San Francisco, Berkeley, downtown Oakland, the Berkeley Hills Tunnel and the Transbay Tube.

Stations: The 34 stations include 13 elevated, 14 subway and 7 at ground level. They are spaced at an average distance of 2.1 miles: stations in the downtowns are less than one-half mile apart while those in suburban areas are two to four miles apart. Parking lots at 23 stations have a total of 20,200 spaces. There is a fee (25 cents) at only one of the parking lots. BART and local agencies provide bus service to all stations.

Trains: Trains are from 3 to 10 cars long. Each car is 70 feet long and has 72 seats. Top speed in normal operations is 70 mph with an average speed of 36 mph including station stops. All trains stop at all stations on the route.

Automation: Trains are automatically controlled by the central computer at BART headquarters. A train operator on board each train can override automatic controls in an emergency.

Magnetically encoded tickets with values up to $20 are issued by vending machines. Automated fare gates at each station compute the appropriate fare and deduct it from the ticket value. At least one agent is present at each station to assist patrons.

Fares: Fares range from 25 cents to $1.45, depending upon trip length. Discount fares are available to the physically handicapped, children 12 and under, and persons 65 and over.

Service: BART serves the counties of Alameda, Contra Costa and San Francisco, which have a combined population of 2.4 million. The system was opened in five stages, from September, 1972, to September, 1974. The last section to open was the Transbay Tube linking Oakland and the East Bay with San Francisco and the West Bay.

Routes are identified by the terminal stations: Daly City in the West Bay, Richmond, Concord and Fremont in the East Bay. Trains operate from 6:00 a.m. to midnight on weekdays, every 12 minutes during the daytime on three routes: Concord-Daly City, Fremont-Daly City, Richmond-Fremont. This results in 6-minute train frequencies in San Francisco, downtown Oakland and the Fremont line where routes converge. In the evening, trains are dispatched every 20 minutes on only the Richmond-Fremont and Concord-Daly City routes. Service is provided on Saturdays from 9 a.m. to midnight at 15-minute intervals. Future service will include a Richmond-Daly City route and Sunday service. Trains will operate every six minutes on all routes during the peak periods of travel.

Patronage: Approximately 142,000 one-way trips are made each day. Approximately 200,000 daily one-way trips are anticipated under full service conditions.

Cost: BART construction and equipment cost $1.6 billion, financed primarily from local funds: $942 million from bonds being repaid by the property and sales taxes in three counties, $176 million from toll revenues of transbay bridges, $315 million from federal grants and $186 million from interest earnings and other sources.

March 1978

PREFACE

The BART Impact Program (BIP) is a comprehensive policy-oriented effort to identify, describe, measure, and present findings as accurately as possible about the multi-faceted impacts of a major public transportation investment — the BART system. The major objective of the Land Use and Urban Development Project is to determine how and to what extent BART has influenced the spatial arrangements of people and activities within the San Francisco Bay Area. To accomplish this task, the project will focus on the way BART has influenced (1) location decision processes; (2) actual movement behavior that results from those decisions and other market forces; and (3) the form, character, and functioning of aggregate spatial groupings that represent the net outcome of those decisions and movement patterns. Changes attributable to BART will be measured against pre-BART and no-BART alternatives. In all of these studies, BART's effects on individual socio-economic groups, particularly minorities and the disadvantaged, will receive careful attention.

The Land Use and Urban Development Project is one of six major projects comprising the BART Impact Program. The others are:

- Economics and Finance Project (E&F)
- Environment Project (Env)
- Institutions and Lifestyle Project (ILS)
- Public Policy Project (PP)
- Transportation System and Travel Behavior Project (TSTB)

Each of these projects is designed to investigate specific aspects of BART's impacts, to explain why the impacts occur, and to identify who is affected by the impacts and the distributional effects. The projects then will demonstrate how the information derived can be used by decision-makers to enhance the benefits and to reduce the dis-benefits of BART, and to increase understanding of the potential impacts of rail rapid transit investments in the Bay Area and other American metropolitan areas.

This working paper describes the collection of station area land use data to be used in analyzing BART's impacts on land use and urban development. The paper is presented for review by BART Impact Program staff, federal sponsors, and other interested planners and researchers.

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1977 Land Use and Zoning, Fremont Station 6

SUMMARY

This working paper summarizes station area land use data collected as part of the Land Use and Urban Development Project of the BART Impact Program. By comparing 1965 and 1977 aerial photographs, changes in land use - new construction and demolitions around each of the 34 BART stations - were identified, distinguishing activity within 1500 feet of the BART station from the balance of the study area. Current land use and zoning were obtained for each station area and organized in an Atlas format to facilitate analysis. Under a separate contract with MTC the California Department of Transportation (CALTRANS) updated its 1974 station area street-level photography with a set of 1977 photographs. These will be used to identify changes in business activities in the BART station areas during the past three years that did not result in new buildings or demolition. Because this work element mainly consisted of data collection and mapping, no BART impacts are being reported. Station area land use changes during the 12 year assessment period are documented, and the data sources used in compiling the Atlas, scale, format, and availability, are described. The Station Area Land Use Atlas will be used in the studies of property acquisition and occupancy, property values and rents, and development patterns, and the program-wide case studies.

1. INTRODUCTION

The purpose of the Station Area Land Use Working Element of the Land Use and Urban Development Project (LU&UD) was to compile time series data on BART Station Area Land Use for use in other work elements. Since this work element primarily involved data collection, no research hypotheses were tested. A Station Area Land Use Atlas was prepared to facilitate review and analysis of land use changes in the BART station areas. This working paper summarizes the information collected, its scale, format, and availability, and the principal station area land use changes during the assessment period, 1965-77. For details on individual station areas, the reader should consult the Atlas itself, which will be on file at MTC following completion of the project.

Information collected in this work element will be analyzed in the studies of the office and construction and housing industries, property acquisition and occupancy, property values and rents, and development patterns and the program-wide case studies. The record of land use changes depicted in the Atlas will be critically examined and correlated with the findings of the key informant interviews and analyses of building permit data and sales prices and rents to determine which changes, if any, are directly or indirectly attributable to BART. The Atlas provides an excellent starting point for the detailed studies of station area development and neighborhood change and thus represents a tool which will be useful not only in the LU&UD Project but also in other research efforts.

2. METHODOLOGY

Because of MTC's extensive prior research and data collection efforts the main focus of this element of the LU&UD Project was on updating station area land use and identifying 1965-77 changes. The most pertinent reference was the Photo Survey of Development and Activities in the Vicinity of BART Stations.[1] For all 34 BART stations three categories of data were collected: ground level photos, aerial photos, and supplementary assessors' land use information. The aerial photographs showed station area land use in 1965 and 1975, while the ground level photographs were taken during the winter of 1974 and the spring of 1975. With this data base to build on, the LU&UD Project mapped changes to June, 1977. In the following sections the study areas are described in detail and data collection, classification and mapping procedures are summarized.

STUDY AREAS

To identify land use changes between 1965 and 1977, the BART station study area was defined as the area covered by available aerial photography. This window, 4,000 feet by 4,000 feet centered on the BART station, encompasses 370 acres of land. Around each station, a 1500 foot line also was drawn, representing the outer limit of average walking distance. The 1500 foot line, while arbitrary and unrelated to actual walking distances reported by the Passenger Profile Surveys, facilitates comparisons of changes in all station areas.

Land use changes, new constructions and demolitions, occurring around all 34 BART stations were mapped. Current land use and zoning for all parcels were collected and mapped for 22 stations that are being intensively studied in other work elements. For these stations 1977 street level photography also was obtained under a separate contract between the California Department of Transportation (CALTRANS) and MTC. These stations are:

- Fremont
- Hayward
- Bay Fair
- San Leandro
- Fruitvale
- Lake Merritt
- 12th Street—Oakland
- 19th Street-Oakland
- El Cerrito Plaza
- Richmond
- Daly City
- Concord
- Pleasant Hill
- Walnut Creek
- Rockridge
- Oakland West
- Embarcadero
- Montgomery
- Powell
- Civic Center
- 16th Street—Mission
- 24th Street—Mission

1. Metropolitan Transportation Commission, Photo Survey of Development in the Vicinity of BART Stations — Technical Report and Users Guide (Berkeley, BART Impact Program, July 1975).

DATA COLLECTION

The principal sources of information on station area land use are the aerial and street level photographic surveys and land use inventories maintained by city and county planning departments. The earliest comprehensive aerial survey of the San Francisco Bay Area was undertaken in 1965 for the Bay Area Transportation Study (BATS). Other available photography includes the 1975 and 1977 aerials taken of all 34 BART stations, the 1973-74 street-level photography of all stations, and finally the 1977 street-level photography of the 22 stations selected for case study work. All the aerial photographs were enlarged and printed at a scale of 1"=200', while the street-level photography is available on 35 mm. color film in 100 foot rolls. Other data collected for this work element, its scale, format, and availability, is summarized in the Appendix.

CLASSIFICATION AND MAPPING

For analysis purposes changes in station area land use were assigned to one of the following categories:

New Construction

Single Family Residential

Multi-family Residential, including mobile home parks and hotels

Commercial and Office

Public Utilities and Transportation

Institutional and Government

Industrial, including warehouses

Parking

Recreation Facility

Demolitions

Residential

Non-Residential

A color code was used to identify the 1965-77 changes on the 1977 aerial photographs. Wherever buildings were demolished and subsequently replaced by new development, only the new land use was indicated on the aerials. Thus demolitions were mapped only when no redevelopment had occurred and the land remains vacant.

Land use and zoning were mapped on 1"=300' scale base maps showing block and parcel boundaries. These maps were obtained from local planning departments and then enlarged or reduced. All base maps are 21 inches by 21 inches and include all land within a 3000-foot radius of the BART station.

STATION AREA LAND USE ATLAS

To facilitate analysis of BART's effects on station area land use and development trends, property values and rents, and other subjects of concern in the LU&UD Project, information collected and mapped in this element was organized in an Atlas format. For all 34 stations 1965 pre-BART land use and the 1965-77 land use changes are shown, then for each of the 22 stations selected for case study work a third page depicts current land use and zoning. The data contained in each section is summarized below.

1965 Pre-BART Land Use

- 1965 photo of BART station area at 1"=200'.
- 1965 photo showing BART location in urban area at 1"=1000'.
- Boundary of 1500 foot station study area.
- BART right of way.
- BART station platform.
- BART parking lots.
- Redevelopment boundaries.
- Census tract boundaries.
- Street names.
- Fact sheet containing summary information on the station: patronage, number of parking spaces, access mode, and the number of connecting bus lines.

1965-77 Station Area Land Use Changes

- 1977 photo of BART station area at 1"=200'.
- 1977 photo showing BART's location in urban area at 1"=600'.
- Boundary of 1500 foot station study area.
- All structures that have undergone substantial change between 1965 and 1977 including new construction and additions, as well as demolitions identified by a land use color code.
- Table summarizing 1965-77 land use changes within 1500 feet of the station and in the balance of the study area.

1977 Land Use and Zoning

- Land use and zoning map at 1"=300'.
- Summary of current zoning regulations
- Boundary of 1500 foot station study area.

Initially the Station Area Land Use Atlas was designed to include a page showing 1974 and 1977 street-level photography for selected block faces to facilitate analysis of land use changes. However, the cost and technical problems associated with obtaining contact prints of the 35 mm. street-level photographs made this option infeasible.

The figures on the following pages illustrate data compiled in the Atlas for the Fremont BART station.

1965 PRE-BART LAND USE

FREMONT

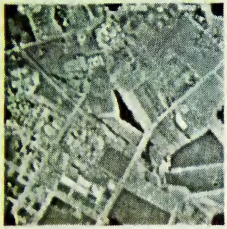
STATION AREA

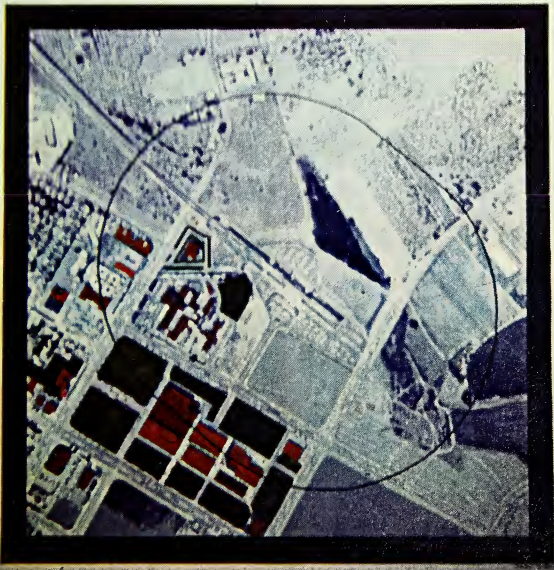
DATE 1-65

1965-77 STATION AREA LAND USE CHANGES

FREMONT

STATION AREA





1977 LAND USE AND ZONING

FREMONT

STATION AREA

TABLE 1. STATION AREA CONSTRUCTION BY LOCATION AND TYPE OF LAND USE, 1965-77
(Number of Buildings and Facilities)

	Concord Corridor					Richmond Corridor						Fremont Corridor						Oakland Corridor						Daly City Corridor								
Within 1500 Foot Line	Concord	Pleasant Hill	Walnut Creek	Lafayette	Orinda	Rockridge	Richmond	El Cerrito Del Norte	El Cerrito Plaza	No. Berkeley	Berkeley	Ashby	Fremont	Union City	So. Hayward	Hayward	Bay Fair	San Leandro	Coliseum	Fruitvale	Lake Merritt	MacArthur	19th Street	12th Street	Oakland West	Daly City	Balboa Park	Glen Park	24th Street	16th Street	Civic Center	Powell	Montgomery	Embarcadero	TOTAL	Percent
Single Family	2	11	10	4	-	-	2	41	2	-	-	3	-	1	188	1	-	-	-	1	-	-	-	-	-	1	-	48	-	-	-	-	-	-	315	33
Multi-Family	1	10	7	-	-	1	3	-	2	1	6	7	-	-	2	9	1	7	-	15	3	8	5	5	10	5	-	-	-	-	-	4	-	3	115	12
Office & Commercial	12	2	34	9	4	4	7	20	5	-	7	1	8	3	17	3	11	2	2	10	6	9	19	20	4	-	1	3	13	8	12	9	10	17	292	31
Industrial	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	3	3	2	-	-	-	-	6	-	-	-	-	1	-	-	-	-	17	2
Institutional & Government	2	-	-	-	2	6	1	1	1	1	1	2	3	1	-	-	-	-	-	-	8	3	1	1	3	-	7	1	5	6	-	-	-	-	56	6
Public Utilities & Transportation	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	5	-	-	-	-	1	1	1	12	1
Recreation Facility	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	3	-	—	-	-	—	1	-	-	-	-	-	-	1	7	1
Parking	1	-	12	3	-	1	9	5	3	-	9	3	10	5	1	1	-	1	-	5	6	5	10	8	3	5	2	2	4	2	1	8	3	7	135	14
Subtotal	18	23	63	16	9	12	22	67	13	2	23	17	21	11	208	14	12	13	6	33	26	25	36	34	26	11	16	54	22	17	13	22	14	29	999	100
Balance of Station Area																																				
Single Family	1	20	7	6	1	-	-	139	-	-	-	1	-	59	13	-	-	-	-	7	-	3	-	-	1	1	-	42	-	-	-	-	-	-	301	39
Multi-Family	28	12	11	-	1	-	-	6	-	-	1	9	-	22	18	1	4	6	-	5	2	10	3	4	9	4	-	2	-	1	8	6	1	-	174	23
Office & Commercial	5	18	22	1	1	1	1	4	3	-	-	1	13	3	-	5	5	5	1	2	6	3	2	-	3	1	3	6	1	1	-	-	8	2	127	16
Industrial	-	1	-	-	-	-	1	-	-	-	-	-	-	4	2	-	-	3	7	-	8	-	-	-	3	-	-	-	-	1	-	-	-	-	30	4
Institutional & Government	-	-	2	-	1	-	-	1	3	-	3	-	-	-	-	-	-	1	-	-	1	3	1	3	1	-	5	-	3	-	1	-	-	-	31	4
Public Utilities & Transportation	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	1	1	-	5	1
Recreation Facility	-	-	-	2	1	-	-	1	-	-	-	-	-	-	-	-	-	-	3	-	5	-	-	1	-	-	-	-	-	-	-	2	-	-	15	2
Parking	5	1	9	-	1	1	5	1	-	-	6	-	5	4	-	1	2	3	6	-	1	4	10	2	2	1	-	-	-	2	5	2	2	-	81	11
Subtotal	41	52	52	9	6	2	7	152	6	-	10	11	18	92	33	7	11	18	17	14	23	24	16	10	19	7	8	50	-	5	14	11	12	2	761	00
TOTAL	59	75	115	25	15	14	29	219	19	2	33	28	39	103	242	21	23	31	23	47	49	49	52	44	45	18	24	104	27	22	27	33	26	31	1713	
Percent Within 1500 Feet	31	31	55	64	60	86	76	31	68	100	70	61	54	17	86	67	52	42	26	70	53	51	69	77	58	61	67	52	81	77	48	67	54	94	55	

Source: John Blayney Associates. Based on comparisons of 1965 and 1977 aerial photographs taken of a 4,000-foot square area around each BART station.

TABLE 2. STATION AREA DEMOLITIONS BY LOCATION AND TYPE OF LAND USE, 1965-77
(Number of Demolished Buildings and Facilities Not Replaced by New Development)

	Concord Corridor						Richmond Corridor					Fremont Corridor						Oakland Corridor						Daly City Corridor										
Within 1500 Foot Line	Concord	Pleasant Hill	Walnut Creek	Lafayette	Orinda	Rockridge	Richmond	El Cerrito del Norte	El Cerrito Plaza	No. Berkeley	Berkeley	Ashby	Fremont	Union City	So. Hayward	Hayward	Bay Fair	San Leandro	Coliseum	Fruitvale	Lake Merritt	MacArthur	19th Street	12th Street	Oakland West	Daly City	Balboa Park	Glen Park	24th Street	16th Street	Civic Center	Powell	Montgomery	Embarcadero	TOTAL	Percent
Residential	3	2	11	6	-	2	47	4	-	53	16	9	10	-	3	13	-	17	1	23	4	16	-	45	56	6	5	9	5	15	-	63	17	-	461	63
Non-Residential	11	-	3	4	-	4	28	3	-	1	-	7	-	-	-	2	2	3	13	5	3	2	25	29	23	-	6	-	10	5	10	40	23	5	272	37
Subtotal	14	2	14	10	-	6	75	12	-	54	16	16	10	-	3	15	2	20	14	28	7	18	25	74	79	6	11	9	15	20	10	103	40	5	733	100
Balance of Station Area																																			
Residential	-	1	-	1	-	2	20	1	-	3	18	-	-	-	-	3	-	2	-	5	-	2	-	67	57	3	-	8	-	5	39	36	11	-	234	63
Non-Residential	1	-	3	-	-	-	1	2	-	3	5	1	-	-	-	-	-	7	2	4	5	3	36	15	8	1	-	-	-	6	9	47	6	2	137	37
Subtotal	1	1	3	1	-	2	21	3	-	6	23	1	-	-	-	3	-	9	2	9	5	5	36	82	65	4	-	8	-	11	48	83	17	2	451	100
TOTAL	15	3	17	11	-	8	96	15	-	60	39	17	10	-	3	18	2	29	16	37	12	23	61	156	144	10	11	17	15	31	58	186	57	7	1184	
(Percent within 1500 feet)	93	67	82	91	-	75	78	80	-	90	41	94	100	-	100	83	100	69	88	76	58	78	41	47	55	60	100	53	100	64	17	55	70	71		62

Source: John Blayney Associates. Based on comparisons of 1965 and 1977 aerial photographs taken of a 4,000-foot square area around each BART station.

3. FINDINGS

For this work element all that can be reported is the extent of development activity occurring within BART station areas during the past 12 years. No attempt has been made to determine whether BART caused directly or indirectly any of the changes. Rather the objective was to develop a data base for subsequent analysis. To provide an overview of the station area land use changes, two summary tables were prepared. Table 1 shows the number of buildings constructed within each station area between 1965 and 1977, while Table 2 presents the demolition activity during the same time period. In both tables construction or demolition within 1500 feet of the BART station is distinguished from that occurring in the balance of the station area.

Since 1965 a total of 1791 new buildings have been constructed around the 34 BART stations, 61 percent of which were built within 1500 feet of the station. Proportionally, 40 percent are used for single family housing (709 buildings), 23 percent for office or other commercial uses (417 buildings), and 20 percent for multifamily use or transient occupancy (364 buildings).

Parcels in the station areas formerly occupied by nearly 900 buildings that have been moved or razed since 1965 remain vacant. Most of these are in designated redevelopment areas in Oakland and Richmond, and on the Hearst strip in Berkeley, as the Table 2 station area summaries indicate.

The largest number of buildings have been constructed in the Fremont corridor from San Leandro south; the greatest dollar investment has occurred in downtown San Francisco. In the six Fremont corridor station areas, 521 buildings were constructed, 67 percent within the 1500 foot study area. Taking the remaining corridors in order, the Concord corridor station areas accommodated 380 new buildings, the Daly City corridor station areas 360, the Richmond corridor station areas 311 buildings, and the Oakland corridor station areas 219.

In the Concord corridor (Rockridge to Concord) 40 percent of the new residential construction (75 buildings) occurred in the Pleasant Hill and Walnut Creek station areas. These two station areas also attracted 68 percent of the office buildings, 73 out of a total of 108. Only 50 buildings were demolished, mainly in the Concord, Walnut Creek and Lafayette station areas.

In the Richmond corridor (Ashby to Richmond) three out of four buildings constructed in the station areas between 1965 and 1977 were for single family or multi-family use, and 80 percent of these are located around the El Cerrito Del Norte Station. In the Richmond station area where 108 buildings were demolished for redevelopment, only 27 new buildings have been constructed since 1965. The other notable land use changes occurred around the Berkeley and North Berkeley stations where demolitions (a total of 115 buildings) surpassed new construction (16 buildings).

In the Fremont corridor new construction added 521 facilities in BART station areas, including 285 around the South Hayward station. Single family housing, mobile homes, townhouses and apartment buildings account for 76 percent of the total, followed by office and commercial uses (14 percent) and parking (8 percent). Demolition activity paralled that noted in the Concord corridor; 86 buildings have been torn down, leaving the sites available for more intensive use, 66 within 1500 feet of the BART stations.

The Oakland corridor has had the least development of any corridor around its seven BART stations. Only 219 new buildings have been constructed. However, station area redevelopment opportunities are greater than anywhere else with 367 parcels cleared and available for development. Most of the construction has occurred around the 19th Street Station where 62 new office and commercial buildings were completed since 1965. Demolition activity was extensive around the Oakland West and 19th Street stations, and, in the latter case, mainly is attributable to the City Center Redevelopment Project.

Along the Daly City corridor, 360 buildings were constructed in the BART station areas during the past 12 years. About half were residential and another quarter new offices and commercial buildings, primarily along Market Street. Thirty seven parking facilities also were completed, 23 in the downtown station areas.

With the exception of the Yerba Buena Redevelopment Project near the Powell Station, most sites cleared for public or private redevelopment have been rebuilt. Only 123 buildings that have been demolished were on parcels that still are available for development. Half of these sites are near the four downtown stations.

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APPENDIX A. GENERAL LAND USE DATA SOURCES

ALAMEDA CO.

Alameda Co. Planning

Title: Alameda County General Plan
Source: Alameda County Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: Alameda County
Level of Detail: Planning units
Date: Prepared 1966; amended to February 1967

Alameda Co. Zoning

Title: Alameda County Ordinance
Source: Alameda County Planning Department
Type of Data: Text
Extent of Coverage: County of Alameda
Level of Detail: Zones
Date: Revised October 1976

Albany Planning

Title: Albany General Plan
Source: Albany Planning Department
Type of Data: Text, maps, tables
Extent of Coverage: City of Albany
Level of Detail: City
Date: Approved June 1975
Comment: Map scale 1" = 500'

Albany Zoning

Title: City of Albany Zoning Ordinance
Source: Albany Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: City of Albany
Level of Detail: Zones
Date: Revised November 1972
Comment: Map scale 1" = 600'

Berkeley Zoning

Title: Berkeley Zoning Ordinance
Source: Berkeley Planning Department
Type of Data: Text
Extent of Coverage: City of Berkeley
Level of Detail: Zones
Date: Revised April 1977
Comment: Map scale 1" = 500'

Castro Valley Planning

Title: Castro Valley Plan
Source: Alameda County Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: Castro Valley planning area
Level of Detail: Census tracts
Date: Adopted January 1974
Comment: Scale varies.

Fremont Planning

Title: Irvington Area General Plan Map
Source: Fremont Planning Department
Type of Data: Map
Extent of Coverage: Irvington area of Fremont
Level of Detail: 10 land uses and densities
Date: Approved December 1971; amended April 1977
Comment: Map shows land density, public facilities, railroads, roads, and BART lines and stations.
Scale: 1" = 500'

Fremont Demographics

Title: Fremont Community Profile
Source: Fremont Community/Economic Development Department
Type of Data: Maps, tables, text
Extent of Coverage: City of Fremont
Level of Detail: Census tracts, traffic zones, and planning areas
Comment: Census data mapped and tabulated by planning area, including socio-economic indicators, housing quality, traffic, crime, etc., and summaries by traffic zones and planning areas.

Fremont Housing

Title: Fremont General Plan: Holding Capacity
Source: Fremont Planning Department
Type of Data: Table
Extent of Coverage: General plan area
Level of Detail: Three planning areas
Date: Prepared February 1977
Comment: For single family and multiple family housing including those built in agricultural preserves, the number of units existing, under construction, or under review are tabulated and the holding capacity (dwelling units) for vacant land in flatland, hills, and northern plain is quantified. Totals for general plan mid-range potential includes an adjustment with deletion of the freeway.

Fremont Zoning

Title: Fremont Development Regulations
Source: Fremont Planning Department
Type of Data: Text and maps
Extent of Coverage: City of Fremont
Level of Detail: City
Date: Prepared 1957; revised December 1976

Hayward Planning

Title: Hayward General Plan Housing Element
Source: Hayward Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: City of Hayward and Hayward planning area
Level of Detail: planning area
Date: 1974

Oakland Planning

Title: Oakland Comprehensive Plan Environmental Hazards
Source: Oakland Planning Department
Type of Data: Text, maps
Extent of Coverage: City of Oakland
Level of Detail: City
Date: Prepared September 1974
Comment: Earthquake, fire, flood, and other natural disasters mapped at various scales.

Oakland Planning

Title: Oakland Comprehensive Plan Policy Plan
Source: Oakland Planning Department
Type of Data: Text
Extent of Coverage: Oakland
Level of Detail: City
Date: Prepared October 1972; revised July 1976
Comment: Statement of goals and policies for all elements of the Comprehensive Plan.

Oakland Planning

Title: 701 Subarea Reports
Source: Oakland Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: Oakland Subareas: Fruitvale, East Oakland, West Oakland, Oakland Hills
Level of Detail: Planning subareas
Date: Prepared May 1969
Comment: Land use and zoning mapped at 1" = 3/4 mile.

Oakland Planning

Title: Oakland Central District Plan
Source: Oakland Planning Department
Type of Data: Text, maps, tables
Extent of Coverage: Oakland central district
Level of Detail: Neighborhoods
Date: Prepared 1966

Oakland Redevelopment

Title: Patterns of Growth: A Summary of Redevelopment in Oakland
Source: Oakland Redevelopment Agency
Type of Data: Maps and text
Extent of Coverage: City of Oakland
Level of Detail: Redevelopment Areas
Date: October 1974
Comment: Redevelopment projects are described and mapped in detail.

Oakland Transportation

Title: Getting to Work From West Oakland
Source: Oakland Planning Department
Type of Data: Text and maps
Extent of Coverage: West Oakland
Level of Detail: District
Date: 1970
Comment: Discussion of transportation as solution to unemployment problem.

San Leandro Planning

Title: San Leandro General Plan maps
Source: San Leandro Community Development Department
Type of Data: Maps
Extent of Coverage: City of San Leandro
Level of Detail: Streets
Date: Printed 1972-75
Comment: Map scale 1" = 1400'. Maps include open space, recreation, land use and circulation. BART line and station mapped.

San Leandro Redevelopment

Title: San Leandro Downtown Revitalization Area
Source: San Leandro Community Development Office
Type of Data: Map
Extent of Coverage: Downtown San Leandro
Level of Detail: District
Date: Prepared September 1976
Comment: Map scale 1-1/16" = 300'

San Leandro Zoning

Title: San Leandro Zoning Ordinance
Source: San Leandro Community Development Department
Type of Data: Text, map
Extent of Coverage: City of San Leandro
Level of Detail: Zones
Date: Adopted May 1961; revised through 1976
Comment: Map scale 1" - 400'

Union City Land Use

Title: Alvarado-Niles Road Corridor General Plan Study
Source: Union City Community Development Department
Type of Data: Text, maps
Extent of Coverage: Niles Road-Alvarado area of Union City.
Level of Detail: Parcels
Date: Prepared April 1977
Comment: Analysis of parcels adjacent to major thoroughfare and discussion of the resultant impacts of development on the City

Union City Planning

Title: Union City Planning Area Map
Source: Union City Planning Department
Type of Data: Map
Extent of Coverage: City of Union City
Level of Detail: City
Date: Revised July 1975
Comment: Scale 1" = 800'

CONTRA COSTA CO.

Contra Costa Planning

Title: Contra Costa County General Plan Safety, Seismic Safety, Open Space/Conservation Elements
Source: Contra Costa County Planning Department
Type of Data: Text, maps
Extent of Coverage: Contra Costa County
Level of Detail: County
Date: Prepared August 1973

Contra Costa Land Use & Transportation

Title: Contra Costa County Employment Inventory Analysis: Land Use and Transportation Study
Source: Contra Costa County
Type of Data: Tables, text, maps
Extent of Coverage: Contra Costa County
Level of Detail: Census Tract
Date: Prepared October 1974

Concord Redevelopment

Title: Central Concord Redevelopment Plan
Source: Concord Redevelopment Agency
Type of Data: Text, map
Extent of Coverage: Concord Redevelopment Area
Level of Detail: Redevelopment area
Date: Prepared October 1976
Comment: Includes report on Central Concord Redevelopment Plan and an amendment to the plan.

El Cerrito Planning

Title: El Cerrito General Plan
Source: El Cerrito Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: City of El Cerrito
Level of Detail: City
Date: Adopted February 1975

El Cerrito Redevelopment

Title: Preliminary El Cerrito Redevelopment Plan
Source: El Cerrito Redevelopment Agency
Type of Data: Text, maps
Extent of Coverage: El Cerrito Redevelopment Area
Level of Detail: Redevelopment project area
Date: Prepared August 1977

El Cerrito Zoning

Title: El Cerrito Zoning Ordinance
Source: El Cerrito Planning Department
Type of Data: Text, map
Extent of Coverage: City of El Cerrito
Level of Detail: Zones
Date: Adopted May 1977

Lafayette Zoning

Title: Lafayette Zoning
Source: Lafayette Planning Department
Type of Data: Text and map
Extent of Coverage: City of Lafayette
Level of Detail: Zones
Date: June 1977
Comment: No scale given.

Orinda Planning

Title: Orinda General Plan
Source: Contra Costa Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: Orinda planning area
Level of Detail: Planning area
Date: Adopted October 1972

Pleasant Hill Planning

Title: Pleasant Hill General Plan
Source: Pleasant Hill Planning Department
Type of Data: Text, maps, tables
Extent of Coverage: Pleasant Hill
Level of Detail: City
Date: N/A
Comment: Includes Conservation, Noise, Open Space, and Scenic and Recreation Elements.

Pleasant Hill Planning

Title: Pleasant Hill Business District Plan
Source: Pleasant Hill Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: Pleasant Hill business district
Level of Detail: Business district
Date: Prepared 1966

Pleasant Hill Zoning

Title: Pleasant Hill Zoning Map
Source: Pleasant Hill Planning Department
Type of Data: Map
Extent of Coverage: City
Level of Detail: Parcels
Date: Prepared July 1972; revised April 1976
Comment: Scale 1" = 600'

Richmond Planning

Title: Richmond General Plan
Source: Richmond Planning Department
Type of Data: Text, map, figures
Extent of Coverage: City of Richmond
Level of Detail: Subareas
Date: Prepared March 1966

Richmond Redevelopment

Title: Urban Renewal Plan for Downtown Richmond
Source: Richmond Redevelopment Agency
Type of Data: Text, maps
Extent of Coverage: Downtown Richmond
Level of Detail: Blocks
Date: Prepared November 1973
Comment: Analyzes purpose, techniques, development controls, financing, and enforcement of urban renewal plan

San Ramon Planning

Title: Greater San Ramon Valley Planning Area General Plan
Source: Contra Costa County Planning Department
Type of Data: Text, maps
Extent of Coverage: San Ramon Valley area
Level of Detail: Planning area
Date: Prepared March 1976

San Ramon Demographics, Economics and Planning

Title: Greater San Ramon Valley Planning Area Population and Economic Background Reports (Preliminary Draft)
Source: Contra Costa Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: San Ramon Valley planning area
Level of Detail: Planning area
Date: Prepared November 1974
Comment: Population characteristics, housing, employment, retail sales, and taxation trends.

Walnut Creek Planning

Title: Draft Walnut Creek Housing Element & Housing Data Report
Source: Walnut Creek Community Development Department
Type of Data: Text, tables, maps
Extent of Coverage: City of Walnut Creek
Level of Detail: City
Date: Prepared June 1977

Walnut Creek Planning

Title: Proposed Walnut Creek Core Area Plan
Source: Walnut Creek Planning Division
Type of Data: Text, maps, tables
Extent of Coverage: Walnut Creek core area
Level of Detail: Planning area
Date: Prepared April 1975

San Francisco Planning

Title: Sixteenth Street: A Neighborhood Study
Source: San Francisco Planning Department
Type of Data: Text, maps, tables
Extent of Coverage: 16th St. neighborhood
Level of Detail: Blocks
Date: Prepared January 1977
Comment: Population and neighborhood characteristics, transportation, and crime are described and mapped.

San Francisco Planning

Title: San Francisco City Planning Urban Design Strategy
Source: San Francisco Planning Department
Type of Data: Text, maps
Extent of Coverage: City of San Francisco
Level of Detail: Neighborhood
Date: Adopted 1971
Comment: Primarily a policy document with illustrations of specific policies.

San Francisco Planning

Title: San Francisco Comprehensive Plan Commerce and Industry Element Background Reports
Source: San Francisco Planning Department
Type of Data: Text, maps, tables
Extent of Coverage: City of San Francisco
Level of Detail: Establishment, some block and parcel data
Date: May and July 1975
Comment: Analysis of City's commercial and industrial base by area/district and projections to year 2000.

San Francisco Planning

Title: Land Use Maps
Source: San Francisco Planning Department
Type of Data: Maps
Extent of Coverage: City of San Francisco
Level of Detail: Parcels
Date: Current
Comment: Non-reproducible, on file at City offices, various scales.

San Francisco Planning

Title: A Plan for the Inner Mission, Book 1--Summaries
Source: Mission Housing Development Corporation
Type of Data: Text, maps
Extent of Coverage: Inner Mission District
Level of Detail: Neighborhood
Date: Prepared March 1974
Comment: Recommendations for housing, parks and recreation, community services, transportation-circulation, urban environment, industrial area plan, and economic development are described and mapped.

San Francisco Redevelopment

Title: San Francisco Redevelopment Program Summary of Project Data and Key Elements
Source: San Francisco Redevelopment Agency
Type of Data: Text, tables, maps
Extent of Coverage: Redevelopment areas in San Francisco
Level of Detail: Redevelopment areas
Date: Prepared January 1977

San Francisco Zoning

Title: San Francisco Zoning Maps, 1
Source: San Francisco Planning Department
Type of Data: Maps
Extent of Coverage: City of San Francisco
Level of Detail: Zones
Date: Prepared February 1975
Comment: Scale 1" = 800'

Daly City Planning

Title: Daly City Land Use Map
Source: Daly City Planning Department
Type of Data: Map
Extent of Coverage: City of Daly City
Level of Detail: Parcels
Date: 1976
Comment: Detailed inventory.
Scale: 1" = 300'

Daly City Planning

Title: Daly City Preliminary Housing and Social Elements of the General Plan
Source: Daly City Planning Department
Type of Data: Text and tables
Extent of Coverage: Daly City
Level of Detail: Neighborhoods
Date: Printed January 1977; data 1970-76

Daly City Redevelopment

Title: Daly City Redevelopment Study & Recommendations
Source: Daly City Redevelopment Advisory Committee
Type of Data: Tables, maps
Extent of Coverage: Daly City
Level of Detail: Parcels
Date: Prepared 1972
Comment: Housing data re occupancy and population by census tract; age and value of housing units; rental rates, facilities, and turnover. Condition of structures are mapped at a reduced scale.

Daly City Zoning

Title: Zoning Regulations, Daly City
Source: Daly City Planning Department
Type of Data: Text, map
Extent of Coverage: Daly City
Level of Detail: Districts
Date: Amended December 1975
Comment: Scale 1" = 300'; mapped on parcel basis.

Pacifica Planning

Title: Pacifica General Plan & Coastal Area Plan
Source: Pacifica Planning Department
Type of Data: Text, maps, table
Extent of Coverage: Pacifica planning area
Level of Detail: Neighborhoods
Date: Prepared 1969
Comment: Primarily a policy document including analysis of existing conditions, policies, and implementation guidelines. Includes open space and housing elements.

APPENDIX B. STATION AREA LAND USE DATA SOURCES

CONCORD CORRIDOR

Pleasant Hill

Title: Pleasant Hill BART Station Environs General Plan
Source: Contra Costa County Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: Pleasant Hill BART station area
Level of Detail: Sub-planning areas
Date: Prepared July 1974
Comment: Analysis of land uses and public services in BART station area.

Walnut Creek

Title: BART Station Area Plan, Walnut Creek
Source: Walnut Creek Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: Walnut Creek BART station area
Level of Detail: Station area
Date: Prepared September 1973
Comment: Addresses circulation, land use, and implementation of station area plan.

Lafayette

Title: Lafayette Land Use and Transportation Study
Source: Contra Costa Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: Lafayette BART station area
Level of Detail: Station area
Date: Prepared April 1970
Comment: Current description and future potential implications of BART on land use and transportation.

Rockridge

Title: Rockridge Station Area
Source: Oakland Planning Department
Type of Data: Text and maps
Extent of Coverage: Rockridge station area
Level of Detail: station area
Date: N/A
Comment: Influences on development, station access, land use, planning guidelines are discussed. No scale given.

Rockridge

Title: Alternatives for Rockridge
Source: Oakland Planning Department
Type of Data: Text, maps, tables
Extent of Coverage: Rockridge station area
Level of Detail: Neighborhoods
Date: Prepared January 1974
Comment: General economic factors, existing conditions, possible actions, current outlook, and alternatives are discussed and mapped.
Scale: 1" = 1350'

FREMONT CORRIDOR

Bay Fair

Title: Joint Study of Bay Fair Area
Source: San Leandro and Alameda County
Type of Data: Text, maps
Extent of Coverage: Bay Fair area
Level of Detail: Station area
Date: Prepared November 1976
Comment: Scale 1" = 649'

San Leandro

Title: San Leandro BART Station Area Plan
Source: City of San Leandro
Type of Data: Text, maps
Extent of Coverage: BART station area
Level of Detail: Station area
Date: Prepared July 1972
Comment: Pre-BART conditions are analyzed and land use, circulation, and urban design recommendations are summarized and mapped. No scale given.

OAKLAND CORRIDOR

Coliseum

Title: Coliseum Station Area Study
Source: Oakland City Planning Department
Type of Data: Text, maps, tables
Extent of Coverage: Coliseum station area
Level of Detail: Station area
Date: N/A
Comment: Land use and zoning maps at various scales.

Coliseum & MacArthur

Title: Coliseum and MacArthur zoning base maps
Source: Oakland Planning Department
Type of Data: Maps
Extent of Coverage: MacArthur & Coliseum station areas
Level of Detail: Parcels
Date: 1972-76
Comment: 32 maps
Scale: 1" = 300'

MacArthur, Rockridge, Fruitvale

Title: Economic and Social Analysis of Three Oakland BART Station Areas
Source: Oakland Planning Department
Type of Data: Text and tables
Extent of Coverage: MacArthur, Rockridge, Fruitvale station areas
Level of Detail: Station areas
Date: Prepared July 1973

Station Area, Cont.

Fruitvale

Title: Fruitvale Station Area
Source: Oakland Planning Department
Type of Data: Text, maps
Extent of Coverage: Fruitvale station area
Level of Detail: Station area
Date: N/A
Comment: Land use and zoning maps at various scales.

Fruitvale

Title: Oakland's Fruitvale Area
Source: Oakland Planning Department
Type of Data: Text, tables, maps
Extent of Coverage: Fruitvale area
Level of Detail: Neighborhood
Date: Prepared May 1969
Comment: Demographic, housing, and physical characteristics; land use and zoning mapped at various scales.

MacArthur

Title: MacArthur Station Area
Source: Oakland Planning Department
Type of Data: Text and maps; one table
Extent of Coverage: MacArthur station area
Level of Detail: Station area
Date: Pre-BART
Comment: Analysis of station area including passenger volume and access, land use, and suggested planning guidelines.

West Oakland

Title: West Oakland Station Area
Source: Oakland Planning Department
Type of Data: Text, maps
Extent of Coverage: West Oakland station area
Level of Detail: Station Area
Date: N/A
Comment: Land use and zoning maps at various scales.